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COAST GUARD BULLETIN

MARCH 1948

CG 134

VOL. 3 NO. 33

COAST GUARD BULLETIN...

Published monthly with the approval of the Director of the Budget
Washington • March 1948

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Operation Ice Breaking

In the severest winter of 29 years, the Coast Guard found an opportunity for additional public service by opening many important icebound harbors for navigation. Coast Guard ice-breaking vessels opened for shipping the frozen waters in Boston Harbor, Long Island Sound, New York Harbor, and the Hudson River as far north as Albany, Delaware Bay, Chesapeake Bay, Delaware and Chesapeake Canal, the Potomac River from Chesapeake Bay to Washington, parts of the Ohio River and other inland waters.

Because of the public need for continued fuel shipments, much of the normal oil shipments being made by water, oil company officials said that the Coast Guard's ice-breaking work "fills an essential public need" when the country's oil supply is 15 percent below present requirements.

Public demand for ice-breaking assistance led the President in December 1936 to direct the Coast Guard "to assist in keeping open to navigation by means of ice-breaking operations, insofar as practicable and as exigencies may require, channels and harbors in accordance with the reasonable demands of commerce." (Executive Order No. 7521—1 Federal Register 2172, dated 21 December 1936.) Since that time major Coast Guard cutters incorporate ice-breaking construction features.

SEA CHEST DESIGN

The Coast Guard has developed a sea chest design to provide for a constant supply of cooling water to ship engines, thereby eliminating the clogging of cooling water intakes with small ice particles, which is one of the greatest difficulties in operating ice-breaking vessels. In this design, strainer bars prevent the entry of large ice masses. Inside the chest is fitted a horizontal baffle plate to prevent loss of contents from the flow of sea water past the chest entrance. Above the horizontal plate and diagonally across the chest is fitted a screen. Suction is taken from inside of the screen and part or all of the engine discharge water is directed on the intake face of the screen to melt the ice that has gained entrance. On top of the chest a vent is fitted to the atmosphere to eliminate air and to provide pressure relief. With a chest of this type the flow of water is uninterrupted and the temperature can be controlled.

ICE-BREAKING EXPERIENCE

The Coast Guard's experience with vessels designed for ice breaking began in 1885 with the acquisition of the Cutter *Bear*, whose history appeared in last month's issue. The *Bear* was replaced by the *Northland* in 1927, and both vessels rendered invaluable duty in World War II. Other cutters with ice-breaking features were the *Ossipee*, built in 1914, the *Kickapoo*, altered in 1926, and the six vessels of the *Tahoma* class built during the period from 1931 to 1935.

The *Raritan* and *Naugatuck* were the first Coast Guard vessels designed primarily with ice-breaking characteristics. These single-screw, Diesel-electric 110-foot harbor cutters were completed in 1939, and have proved successful in service by breaking sheet ice 20 inches thick without resorting to charging and ramming.

The same hull form and general structural arrangement as the harbor class

appear in the *Cactus* class. Of the 180-foot *Cactus* class buoy tenders, some of the 32 in present day operation have done much ice breaking this winter.

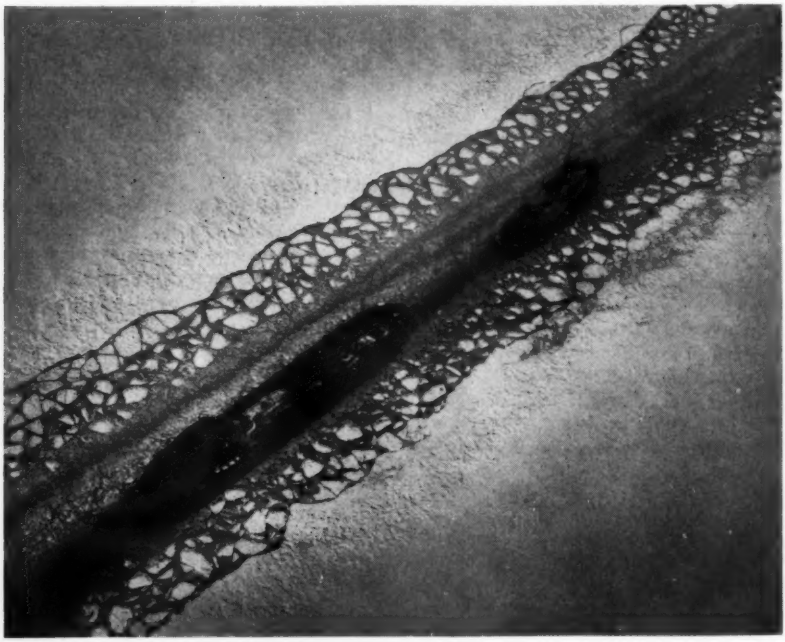
For ice operations in the fjords and offshore in the Greenland area, the *Storis* was built in 1940, 50 feet longer and with the same general characteristics as the *Cactus*. The Wind class icebreakers, built in 1944, are well known throughout the Service for their seagoing exploits in ice-filled Arctic and Antarctic waters.

Another article in this issue describes the recent ice-breaking tests on the *Mackinaw* in Lake Michigan. Like the Wind class cutters, the *Mackinaw* was built in 1944. In 1947 alone, value of ships and cargo helped through the Great Lakes ice at the beginning of the navigation season, primarily by the *Mackinaw*, is estimated at $700,000,000.

Following is a list of Coast Guard vessels on ice-breaking duty this winter:

Madrona	Potomac (Chesapeake Bay to Washington).
Conifer	Do.
Mohican	Do.
Narcissus	Hampton Roads, Lynnhaven Roads, Norfolk area.
Eastwind	Hudson River.
Gentian	Hudson and Delaware Rivers.
64-foot tugs (2)	Delaware River.
Storis	Baltimore Harbor and Upper Chesapeake Bay.
Apalachee	Delaware and Chesapeake Canal.
Chinook	Do.
Snohomish	Penobscot River and Bay.
Ojibwa	Do.
Arundel	Boston Harbor.
Agassiz	Chesapeake Bay.
Poplar	Mississippi and Ohio.
59-foot ice plows (4)	Inland rivers (on loan).

In several areas the Navy cooperated by lending the services of auxiliary tugs for ice-breaking duty.



Coast Guard Tightens Recruiting Standards

The United States Coast Guard on 9 February 1948 changed its educational requirements for enlistment. In a move designed to insure the highest type recruit for this specialized service, it was stated that all ex-service personnel, except former Coast Guard and Coast Guard Reserve men, are now required to attain a score of not less than 45 on standard intelligence tests, known as the general classification test, before being considered qualified for enlistment.

All former Army and Marine Corps personnel who have been honorably discharged as privates, first class and above, and who are qualified for enlistment under existing regulations, are enlisted as seamen 2/c only. Men who held ratings below that of private, first class, are enlisted only as apprentice seamen. All these men are assigned basic training at Coast Guard training stations.

At the same time it was emphasized that limitations had been placed on the number of dependents that recruits may have. In order to insure financial independence, applicants for enlistments as petty officers, third class, and below, are not considered if they have more than two dependents, with the further limitation that applicants *without prior* military service do not qualify if they have *any* dependents. Applicants for petty officer, second class and above, are not considered if they have more than three dependents, although recruiting officers may refer exceptional cases to Coast Guard headquarters for a waiver of these restrictions.

March of Dimes Official Congratulates USCG

Basil O'Connor, president of the 1948 March of Dimes campaign, has thanked the men of the Coast Guard for their help in the 1948 campaign. He sent the following letter to Admiral J. F. Farley, Commandant:

MY DEAR ADMIRAL: In the name of the National Foundation for Infantile Paralysis and of those whom the Foundation has been able to assist in their fight against this dread disease, I wish to thank you for your interest and cooperation which has made the 1948 March of Dimes in the United States Coast Guard an outstanding success.

Please extend to all of the personnel of the Coast Guard my deep appreciation of their most generous participation in our fund-raising campaign.

With best wishes, I am

Sincerely yours,

BASIL O'CONNOR,
President.

Admiral JOSEPH W. FARLEY, U. S. C. G.,
Commandant, United States Coast Guard,
Treasury Department, Washington, D. C.

Communications Officer Makes Mid-Atlantic Tests From TWA Air Liner

Assigned to temporary duty with Trans-World Air Lines, the *Spencer*'s communications officer made a round trip flight across the North Atlantic Ocean last month. On both legs of the flight the officer tested radio communication and radio-beacon service provided by a Coast Guard cutter on Ocean Weather Station "Charlie", 52°45′ N., 35°30′ W.

Previously a TWA senior flight officer spent 5 weeks on Weather Patrol aboard the *Spencer* on Station "Able," 62° N., 33° W. as an observer for the air lines. The Coast Guard officer made the midocean tests at the request of and in cooperation with TWA.

The communications officer tested all the plane's communications equipment while flying in the vicinity of Station "Charlie" and recorded radio bearings aboard the plane, checking with radar information from the cutters on station.

The Commandant approved the personnel exchange project. He stated that the exchange of observers will help increase knowledge of mutual problems between air lines and the Coast Guard and the understanding of individual difficulties and limitations. In thanking the TWA for its cooperation, he said that this exchange of personnel "should result in the Coast Guard vessels on weather station duty rendering increased service."

CG Planes Now Use Air Force Communication Service

Planes of the United States Coast Guard have just begun the use of Air Force communications service, whereby Air Force facilities will handle aviation communications traffic, without assuming operational control of Coast Guard aircraft. Previously the Civil Aeronautics Administration provided this service, which is now discontinued due to communication traffic congestion and budgetary limitations.

The Air Force's Flight Communications System (Plan 62), through nine communications centers in the United States, will be utilized in the movement and dispatching of Coast Guard aircraft. Telephone lines join each of the nine centers with Air Force, Navy, and Coast Guard air bases. Each center has also a duplex teletype, and communicates with aircraft by high-frequency and very high-frequency radio stations.

Following are the five types of messages that the Air Force will send for the Coast Guard:

1. Departure and arrival communications between points, advisories, including flight notices, warnings, and weather.

2. Communications pertaining to emergency rescue matters.

3. Communications pertaining to hurricane evacuation.

4. Aircraft position reporting as required, and in flight spot weather reporting.

5. Other communications directly related to flight operations matters.

American Legion Honors CG Hero of 1947

Marion K. Reynolds, boatswain's mate first class, of the *McCulloch* received the American Legion's "Medal of Valor" for being the Coast Guard "hero of the year 1947." He had rescued a shipmate who fell overboard when the *McCulloch* was patrolling Ocean Weather Station "Charlie." The award was made at a banquet in Baltimore on 6 March 1948, attended by Rear Admiral Merlin O'Neill and other officers representing the Service.

For the past 13 years Post No. 27 of the American Legion has awarded a Medal of Valor each year to the individual Coast Guardsman selected as the outstanding hero of that year. The board of awards considers all heroic acts by Coast Guard personnel in making the annual selection.

The rescue for which Reynolds is honored occurred in the early morning of 2 September 1947. On 1 September 1947, headquarters warned the *McCulloch* by dispatch that a storm of whole gale force would probably pass over Station "Charlie." Storm precautions had already been ordered when the wind increased to a strong breeze. Hurricane precautions were observed on receipt of the message. The wind increased to a moderate gale with occasional gusts of fresh gale and strong gale force. A rather rough sea increased to a rough sea. The *McCulloch* was rolling about 30°, and during the rescue operations increased to 37° when the cutter was in a disadvantageous position.

At midnight (local time), Robert T. Gray, ETM 3c was entering the weatherman's office. A heavy roll to starboard

threw Gray off balance, making him lose control of the watertight door to the office. The *McCulloch* then rolled heavily to port, and the door swung back, knocking Gray off his feet. Gray then slid under the lower lifeline on the port side.

Mr. R. W. Mosher, the senior weather observer, saw Gray's hand disappear from the door, and going to the ship's side, heard someone cry out. Mr. Mosher then alerted the bridge and told an aerographer's mate to throw a life-ring over the side. The bridge also threw life-rings into the ocean.

Gray grasped a lighted life-ring, but its light went out instantaneously. By this time the vessel had forged some little way ahead of the light and was slowly turning beam to the sea. With the slow turn of the *McCulloch* and the light on the life-ring out, there was no way to judge the relative location of the ship and the man overboard, except by estimate. The *McCulloch* was then beam to the sea. The commanding officer reports, "Fortunately, the ship was stopped exactly upwind from the life preserver and ultimately drifted down on it." At 12:45 a. m. a shout was heard abeam, and a minute later the searchlight picked up Gray, clinging to the life-ring about 75 yards away.

Marion K. Reynolds, a good swimmer, volunteered to go over the side. With a life-line around his body, he swam to Gray through the heavy seas. Gray was struggling feebly to swim back to the *McCulloch*. The seas were breaking over the vessel, and it was raining violently. The cutter was rolling up to 37°. The high seas and heavy roll of the ship made the operation dangerous for the swimmer. Reynolds reached Gray and held him in his arms. Using Reynolds' life-line the crew hoisted the two men aboard. Upon getting them aboard, Gray and Reynolds were taken to the sick bay and treated for exposure and shock.

The commanding officer, in reporting the rescue, stated his opinion that "this action on the part of Reynolds was extremely heroic, was beyond the call of duty, was in accordance with the finest traditions of the Coast Guard, and that Reynolds should be awarded a Gold Life-saving Medal."

Scientists Test Ship Strains as Mackinaw Breaks Ice

To find out exactly what happens to a ship breaking ice, experts made thorough scientific tests aboard the *Mackinaw* in the Straits of Mackinaw in February. Ultimate purpose of the tests is to improve the design and structural and operational efficiency of ice-breaking vessels in general.

With probably the most complete use of instruments ever utilized by the Coast Guard in a study of this kind, it is expected that analysis of the data will yield valuable new information about the dynamic forces met in ice-breaking operations.

The test party of 40 technical observers included representatives from the University of Michigan; Bureau of Ships, United States Navy; David Taylor Model Basin, United States Navy; United States Coast Guard; and technical experts from leading industrial companies.

The study involved the measurement of the forces exerted by the ice on the *Mackinaw's* hull. In order to document these forces, 65 SR–4 strain gauges were attached to the hull. These devices consist of small coils of thin wire the size of a postage stamp. When the hull plating moved, the resistances of these coils changed, transmitting an electrical impulse through amplifiers. The resistance changes were recorded on photographs of cathode ray oscillographs attached to the amplifiers. Oscillographic power meters recorded demands made on the main engines. Visual and oscillographic records were made of hydraulic pressures developed in main engine thrust bearings. A precision vertical gyro recorded small changes in trim; accelerometers recorded separately the movements of various sections of the vessel; and special devices

accurately determined the speed of the ship through ice. On-the-spot measurements of the ice thickness, tensile and shear strength, density, texture, and other physical qualites were made.

The Engineering Mechanics Section of the School of Engineering of the University of Michigan will make a scientific study of the data for the Coast Guard, with its report scheduled for completion in midsummer of 1948.

Coast Guard JRB's Get New Type Propellers

Modernization of propeller equipment on a fleet of JRB twin-engine land planes operated by the United States Coast Guard was completed recently with departure of the last of several aircraft from an East Hartford, Conn., airport. The aircraft were outfitted with two-bladed feathering hydromatic propellers, replacing the older controllable propellers previously used.

The small hydromatic, which is standard equipment on the commercial version of the JRB, affords the same quick feathering characteristics and wide range of constant speed operation as the larger new type propellers in use on transports and military aircraft. Varying from 8 feet to 10 feet in diameter, it is generally suited for aircraft ranging in passenger capacity from 4 to 14 and engines of from 300 to 800 horsepower.

On the JRB's of the Coast Guard, the "junior" hydromatic eliminates the hazard of a windmilling propeller on an inoperative engine. In single-engine operation it increases the rate of climb by 100 feet at both sea level and 5,000 feet, and raises the absolute ceiling by 2,400 feet. Considerable improvement in the airplane's one-engine trim and handling characteristics and reduction in drag have been reported by civilian pilots flying JRB's.

"This Is Adventure"—Title of New Radio Program

"This is Adventure," radio program sponsored by the Service, comes over the American Broadcasting Co. network from 10 to 10:30 p. m. eastern standard time Monday evenings. In the interest of promoting recruiting, the Coast Guard commenced this weekly radio show on 26 January 1948. Some of the stories dramatized will be based on Coast Guard history, while others will be of a more fictional character. The theme of the entire series will be adventure drama. The program features well-known stage and screen stars each week, with Edwin C. Hill as the narrator and Harry Salter's orchestra.

Auxiliary Annual National Conference

Success of the Auxiliary "Courtesy Inspections" in 1947 and the increasing number of enthusiastic boat owners who are joining the Auxiliary promise to further the Coast Guard's boat safety program in 1948, it was reported in the Auxiliary Annual National Conference. In a 2-day period, District Auxiliary Directors met 29–30 January to lay plans for next summer's boating season.

Admiral J. F. Farley, Rear Admiral Merlin O'Neill, Rear Admiral Ellis Reed-Hill, Rear Admiral R. T. McElligott, and Commander S. F. Gray addressed the group at a luncheon on the first day of the conference. Stressing the importance of preventive safety, the officials congratulated the Auxiliary Directors on their contribution to the awareness of water safety through "Courtesy Inspections."

Members interested only in the Auxiliary's wartime aspect have been disenrolled for the most part; reports show that today 34 percent of the Auxiliary's membership is composed of boat owners.

After the reports and exchange of information in the first day's session, the

Auxiliary heads agreed on the aim of uniformity of operation. The conference adopted resolutions to that end on the second day's session.

In addition to planning changes in uniform insignia, the conference presented and adopted the following resolutions:

1. That when membership is based on part ownership, such part ownership must appear on vessel's papers.
2. That before a boatowner is accepted into the Auxiliary, he "by practical demonstration, shows ability to operate his boat in a safe and proper manner."
3. That present method of designating flotillas by number be supplemented by the use of local geographical names.

COMMUNICATIONS

Capt. D. E. McKay, chief, Communications Division, pointed out that the International Telecommunications Union has adopted 2182 kilocycles as the international radio telephone distress frequency for use by vessels so equipped, and that the details of its use in the United States will be developed during the current year. Available only for distress calls under the broad rule of the International Radio Regulations is a Coast Guard calling frequency—2670 kilocycles. These regulations strictly prohibit its use for exchange of other messages or for testing. Capt. McKay also stated that 2683 kilocycles and 2738 kilocycles are the only ship to ship radiotelephone channels presently available. However, because of FCC restrictions no ship to ship channel is available for use by small boat owners for carrying on personal conversations.

Postwar Movie Shows Peacetime Operations

"The Active Peacetime Service" is the title of a film recently released that shows the peacetime operations of the Coast Guard. The film is black and white, comes in 16 millimeters, and runs 28 minutes. It depicts in some detail the various peacetime activities of the Coast Guard at the present time.

Copies have been furnished to each District Office, and screenings may be arranged by contacting the District Commander or the Commandant (CPI) for the film.

Planes Reconnoiter For Icebergs

Reconnaissance planes began their search plans last month to locate icebergs in connection with the International Ice Patrol. Unless conditions necessitate otherwise, the surface patrol commences 1 March 1948 with the Coast Guard Cutter *Mendota* as the first patrol vessel. It is anticipated that war-developed radar and loran will be used extensively again during this year's patrol. Ships will be under the operational control of the First Coast Guard District in Boston, with ComIntIcePat, a Task Unit, under Commander, First District.

Academy Entrance Examinations

Despite an advanced date 1,222 young men from all parts of the United States and its possessions applied to headquarters to take the annual competitive entrance examinations for the Academy. Of that number, 840 applicants met the scholastic and preliminary physical standards, and were eligible to compete for cadetships in examinations held in 54 different cities 16–17 February 1948. Headquarters advanced the date of the examinations this year, which in previous years were scheduled for the month of May.

Successful applicants, who pass a physical examination by the United States Public Health Service, will receive appointments to the Academy. Headquarters attributes the success of this year's cadet appointment competition to the

excellent publicity work of recruiting office staffs, to visits at schools by representatives of districts and headquarters and to the cooperation of a number of Congressmen who informed the press in their Congressional Districts of the opportunity for Academy appointments

Wartime and Peacetime Radar Beacon Coverage

Seven radar beacon stations have begun operation as part of a joint Air Force-Navy-Coast Guard chain of 50 stations. Eventually the Coast Guard will man 14 of the 50 such stations. Never published before is the fact that during World War II the Coast Guard operated 54 radar beacon stations to provide short-range electronic navigation service for armed forces aircraft flying along our seacoasts.

The Coast Guard radar beacon is an electronic device which informs navigators of their bearing and range from a transmitting station, when their craft "triggers" a shore transmitter. Equally usable over short ranges by airplanes and ships, the system is intended for aircraft use.

Coast Guard radar beacon stations now in operation are:

Rockaway Point, N. Y.
Folly Island, S. C.
Pensacola, Fla.
San Luis Obispo, Calif.
Point Sur, Calif.
Farallon Island, Calif.
Cape Arago, Oreg.

It is expected that two more radar beacon stations—Humboldt Bay, Calif., and Point Cabrillo, Calif., will be in operation by the end of March 1948.

CG Has Eight Permanent Flag Officers

As a result of Senate approval of a list of officers nominated for permanent ranks by the President, the Coast Guard now has eight flag officers in addition to the Commandant, Assistant Commandant, and Engineer-in-Chief. The following are permanent Rear Admirals:

Gordon T. Finlay.
Wilfrid N. Derby.
Edward H. Smith.
William K. Scammell.
Earl G. Rose.
Eugene A. Coffin.
Joseph E. Stika.
Halert C. Shepheard.

This does not include Admiral Joseph F. Farley, Commandant; Rear Admiral Merlin O'Neill, Assistant Commandant; and Rear Admiral Ellis Reed-Hill, Engineer-in-Chief; all of whose appointments are statutory.

Report on Safety at Sea For 1947

The United States Coast Guard, whose primary mission is safety at sea, last month reported a summary of its operations during the calendar year 1947. .

While it is most known for making sea rescues of people who are already in danger, the Coast Guard pointed out that an important part of its job is to keep ocean travelers out of danger by maintaining Federal aids to navigation, such as buoys, lighthouses, loran, and radar-beacon stations; and in addition to inspect merchant vessels for safety and to insure that merchant mariners are qualified for safe ship operation.

ASSISTANCE

During the year of 1947, ships and planes of the United States Coast Guard answered 11,600 calls for assistance, an average of 32 per day, rescuing 5,271 persons in actual danger. Aboard vessels helped by the Coast Guard were 21,961 persons; total value of the property assisted was $168,043,207.

At the beginning of the navigation season on the Great Lakes, Coast Guard cutters assisted vessels through the ice, whose value including cargo approximates $700,000,000.

(Total appropriations for the Coast Guard for the fiscal year 1947 were

$136,188,285.) Many rescue cases during the year, highlighted by the Bermuda Sky Queen in mid-Atlantic focused attention on Coast Guard rescue operations. Of the approximately 200,000 men who went to sea in 1947, 160 died in ship casualties of all types.

PREVENTIVE SAFETY

The Merchant Vessel Inspection Division of the United States Coast Guard boarded 7,737 merchant ships and passenger liners during the year, giving the ships thorough examinations for marine safety measures as required by law. Passenger ships received inspections quarterly; freighters and tankers, annually; while many vessels were examined in drydock as repairs were made. The inspections covered every part of the ships, from stem to stern, bilge to mast, and most important, the hulls themselves.

In addition the Merchant Marine Investigating Unit handled 2,612 vessel casualty reports and heard 1,102 personnel misconduct charges.

With its 92 buoy tenders, the Aids to Navigation Division maintained some 36,463 aids to marine navigation during the year. These navigational aids—lighthouses, buoys, beacons, fog signals, radio beacons, loran stations—have been fully returned to a peacetime basis during the past year. The many aids to navigation established during the war for purely military purposes have now been discontinued or their places taken by aids also having other uses. During the year the Coast Guard transferred responsibility for aids at advanced Navy bases outside the continental limits of the United States, to the Navy itself.

Safety and Engineering Meeting in Washington

Safety Officers from the First, Second, Third, Fifth, and Ninth Coast Guard Districts, the Groton Training Station, the Jersey City Supply Depot, and members of Headquarters Safety Section, attended a Navy Regional Safety Conference in Washington last month. The group met also at headquarters to confer on general engineering matters.

During the 3-day session of the Navy's Safety Conference, Coast Guard engineers heard Navy leaders outline the Navy safety program. The Navy gave talks on such topics as accident prevention, industrial health, collateral duty safety officers, torte claims, and accident control. Much of the material covered in the talks applies to the Coast Guard's safety program and will be of value to the Service.

Since the various Coast Guard representatives at the safety conference hold important engineering positions, they conferred at headquarters to discuss general engineering matters in the Coast Guard. All field representatives approved highly of the meetings, and said that the meetings helped to develop better understanding of mutual problems.

HQ Publishes State Bonus Details

Headquarters has published detailed information on State bonuses for World War II service. The information appears in Personnel Circular 1–48, which describes five categories of States for this purpose:

1. States in which a bonus has been authorized for payment.
2. States in which bonus proposals await referenda.
3. States in which bonus proposals have been defeated.
4. States in which bonus proposals were presented but were not enacted.
5. States in which no bonus action reported.

Headquarters' Policy on Enlisted Personnel Retirements

For the information of enlisted men, an official statement from the Office of Personnel is published here:

Retirement of an enlisted man having 20 or more years of creditable service is under the provisions of the act of May 24, 1939. This act provides that the Commandant may retire a number of men having 20 or more years' service, this number not to exceed 1 percent of the enlisted strength for that fiscal year. Retirements may be voluntary or involuntary. If the latter, a board would select those for retirement. Since the war, all retirements under this authority have been voluntary, men with the most servive being given preference.

The purpose of the law authorizing retirement after 20 years of service was, as set forth in its title, to increase further the efficiency of the Coast Guard by authorizing the retirement under certain conditions of enlisted personnel thereof with 20 or more years' service. Any steps taken under this authority which do not promote the efficiency of the service would tend to defeat the purpose of the law. Furthermore, the then Commandant's testimony at the hearing was as follows: "We will always have a large number of men in the service with over 20 years' service, even if this bill became law and we retired the full number we can retire under the bill. Therefore, you can readily see that very few men will be retired with only 20 years' service; because, naturally, we will give preference, other things being equal, to the older men, and the older the man is who is retired, the more saving to the Government there is." Obviously, it was not the original intent of the law to retire all men as soon as they reached 20 years' service.

There are now on file at Coast Guard headquarters over 1,000 applications for retirement under such authority. This accumulation is due to the cessation of voluntary retirements during the war years, and is many more than can be retired in any one year.

The retirement of a greater number than that allowed might be considered desirable at this time for reasons of morale. However, it must be borne in mind that an increase in the retired list necessarily entails an increase in Government expenditures. For this reason the Coast Guard, in line with the present program of economy, does not intend to initiate any steps which would unnecessarily increase its budgetary requirements. The Coast Guard, in the present critical times, would be seriously hampered in the performance of its duties if it were forced to lose all enlisted men of over 20 years' service. This would remove the leading men in practically all specialties.

Cooperation With Other Government Departments

In carrying out its duties, the Coast Guard constantly cooperates with all executive departments of the Federal Government, with State and municipal governments. Published here are a few current examples of such cooperation.

PLANES TRANSPORT AERIAL MAP MAKERS

Representatives of the United States Coast and Geodetic Survey are receiving transportation in a series of aerial surveys. In cooperation with that service Coast Guard planes so far this year have flown over sections of Alaska never charted before from the air, and over part of the southeastern coast of the United States. A giant nine-lens camera, used by the Coast and Geodetic Survey makes a photographic record suitable for map making.

BIRDS FED FROM AIR

Hundreds of birds on Cape Cod were fed last month when a plane dropped 300 pounds of grain. The unusual mercy mission exemplified the Coast Guard's policy of cooperation with all branches of the Government. In this case, the Service cooperated with the Agriculture Department, with which it helps to enforce the Migratory Bird Act.

ASSISTANCE IN NORTH CAROLINA

In what was termed "one of the worst storms in 45 years" planes from Elizabeth City last month conducted aerial patrols, flew medicines, vaccines and

emergency supplies to the residents of the North Caroline outer banks. The flights were made at the request of the State Highway Patrol.

RHINE RIVER OPERATIONS

A veteran Coast Guard officer of many years on the Mississippi heads the Army's Rhine River Field Organization. With railroads in Germany not yet back to normal, the Rhine is said to be as important in inland commerce in Germany as the Mississippi is in the United States.

UNLICENSED STILLS LOCATED FROM AIR

In cooperation with the Bureau of Internal Revenue, planes located stills in the Tennessee hills. Estimates place the daily revenue lost to the Government by operation of these stills at $70,000.

Navy Public Relations Head Addresses Cadets

Rear Admiral Felix L. Johnson, USN, Director of Public Relations, Navy Department, last month addressed the Cadet Corps of the Academy on the subject of Public Relations for the Navy and Coast Guard. Admiral Johnson pointed out the need for good public relations, both within and outside the Service. He stressed the quality of leadership and service in the best public interest in promoting good public relations; he also called attention to the fact that every officer, cadet, enlisted man, and civilian employee is an emissary of public relations in their contacts with the public.

Changes in Assignments

The following changes in assignments were made during the week ending 16 January 1948:

Capt. Donald G. Jacobs	Depot, South Portland, Maine, to 1CGD Office (COMINTICEPAT).
Commander Hubert R. Chaffee	8CGD Office (T. D. furas) to *Spencer* (XO).
Commander Harry E. Davis, Jr.	*Spencer* to *Gentian* (CO).
Commander Spencer F. Hewins	Office, Repr., 3CGD, Philadelphia, Pa., to 1CGD Office (Ch., Pers. Div.).
Commander Robert S. Lecky	*Gentian* to Hq. (Public Information Div.).
Lt. Comdr. Elmer J. Bodenlos (R)	Mar. Insp., Detroit, Mich., to Mar. Insp., Cleveland, Ohio.
Lt. Comdr. Louis O. Engell	12CGD Office (T. D. furas) to Base, Seattle, Wash.

The following changes in assignments were made during the week ending 30 January 1948:

Capt. George C. Whittlesey	3CGD Office (T. D. furas) to HQ. (Liaison Officer, CNO, Navy).
Commander Chester M. Anderson	*Ironwood* to *Yocona* (CO).
Commander Walter S. Bakutis	HQ. (Liaison, CNO) to *Ironwood* (CO).
Commander Verne C. Gibson	1CGD Office to 13CGD Office (Civ. Eng. Sec.).
Commander Daniel J. Lucinski	3CGD Office to 14CGD Office (Civ. Eng. Sec.).
Commander Richard E. Morell	12CGD Office to *Escanaba* (Co).
Commander Henry F. Stolfi	*Escanaba* to 12CGD Office (Ch., A–N Section).
Commander Russell E. Yates	10CGD Office to HQ. (ECV).

Vessel Status

Forward (WAGL–160) has been declared available for disposal at Moorings, Cape May, N. J.

The status of vessels has been changed as indicated below:

Harriet Lane (WSC–141).
Pine (WAGL–162).

Declared surplus to needs of Coast Guard and available for disposal. Vessels now stored at Moorings, Cape May, N. J.

Storis (WAGL–38).

Ordered to report to commander, 5CGD for temporary duty (ice breaking) on completion of repairs at yard.

Manitou (WYT–60).

Placed in commission on 26 January 1948.

Haida (WPG–45), CG–78301, and 18 WAVR-type vessels were disposed of and removed from their respective moorings.

Retirements

The following officer has been ordered home pending retirement for physical disability:

Lt. (jg) William D. Palmer.

The following approved retirements become effective 1 February 1948:

For Physical Disability

Name	*Retired rank*
Adolphus Burrus, Jr	Chief Quartermaster.
Joseph H. Coon	Ensign.
Arthur O. Cutchin	Lieutenant.
Harold R. Rodgers	Do.
Ross L. Wilson	Lieutenant Commander (R).

For Age (62 Years)

Joseph T. Drake	Lieutenant Commander.

The following retirements become effective 1 March 1948, for cause of physical disability (approved by the President on 16 February 1948):

Rudolph A. Anderson	Lieutenant Commander.
William H. Barton	Commodore.
Thomas A. Cosgrove	Lieutenant Commander.
Patrick H. O'Donnell	Do.
Cecil D. Ferguson	Chief Radioman.[1]
Walter J. Ferguson	Lieutenant.
Victor J. Galinis	Do.
Ray W. Hall	Chief Radioman.[1]
Harry N. Jones, II	Lieutenant (jg).
Mason A. Lee	Do.
Edmond T. Preston	Lieutenant.

[1] May be advanced on retired list to rank of radio electrician under provisions of Sec. 8 (a) and 10, Public Law 305.

Distribution (SDL No. 32):
A: a, b, c (5 ea); d, e, f, i (3 ea); remainder (1 ea).
B: c (14 ea); g (7 ea); e, f, h, i, l (5 ea); j (3 ea); k (2 ea); remainder (1 ea).
C: a, b, c, d (3 ea); remainder (1 ea).
D: all (1 ea).
List 118 (Foreign).

U. S. GOVERNMENT PRINTING OFFICE: 1948